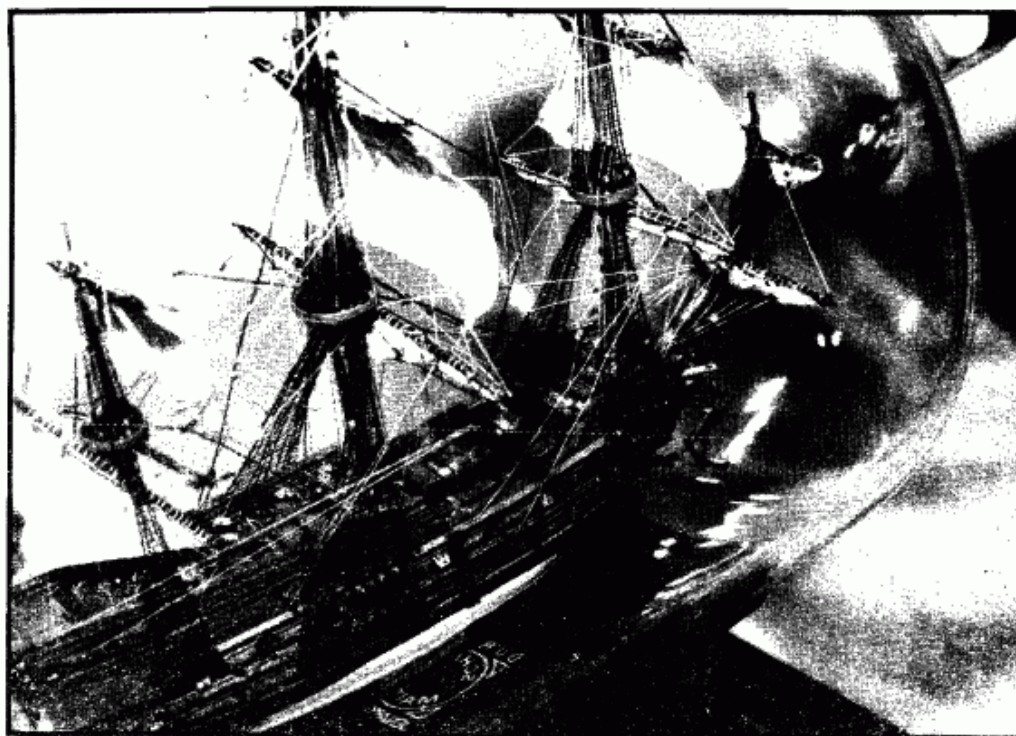




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JOURNAL OF THE SHIPS-IN-BOTTLES ASSOCIATION OF AMERICA



WAPPEN VON HAMBURG, by Juan Roderiguez Del Barrio
See article, pg. 4

THE BOTTLE SHIPWRIGHT is the journal of the Ships-in-Bottles Association of America. Production and mailing are handled by unpaid volunteer members of the Association. The Journal is published quarterly and is dedicated to the promotion of the traditional nautical art of building ships-in-bottles.

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MEMBERSHIP in the Association is open to any person regardless of ability as a ship-in-bottle builder. For membership application, please write the Membership Chairman - Steve Hahn, 252 Poskus St., Stoughton, MA 02072, USA. Annual dues are \$12.00 for both North American and overseas members.

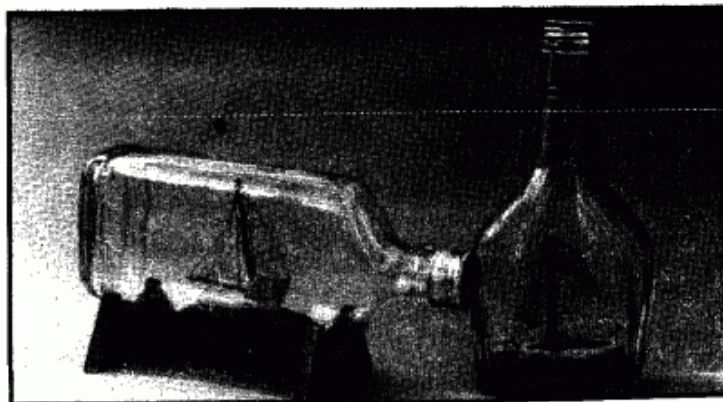
ARTICLES and PHOTOGRAPHS for publication in THE BOTTLE SHIPWRIGHT should be sent to the Editor at 33 Mystic Ave., Tewksbury, MA. 01876, USA. Material which should be returned to the sender should be clearly indicated. Every effort will be made to safeguard such material but the Association cannot be responsible for possible loss or damage. The Editor may be required to modify articles or submissions within the context of the original to fit the format and page length of the publication. All of your articles will be welcomed. Deadline for submission is the second month of each quarter.

Jack Hinkley, President
Alex Bellinger, Editor
Don Hubbard, Assistant Editor
Steven Hahn, Treasurer and Membership
Saul Bobroff, Technical Operations

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SEND TO S.I.B.A.A., 252 POSKUS ST., STOUGHTON, MA. 02072



ABOVE - Two sloops by Charles Hand.

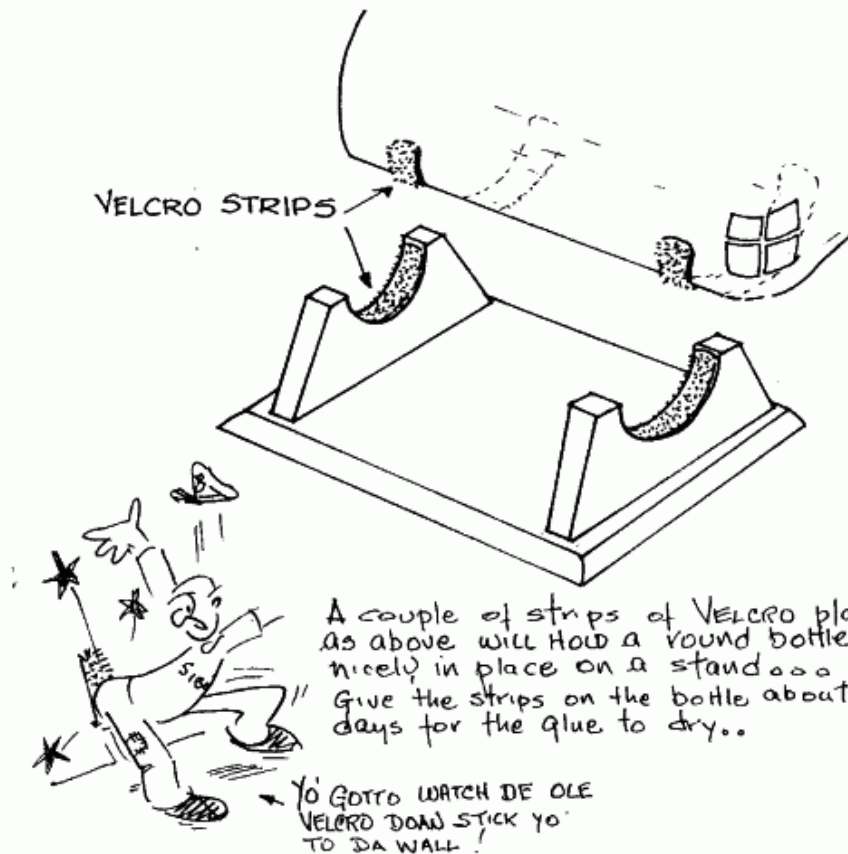
The Bottle Shipwright

Volume 5, Number 3

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THE KAI-CHO MEETS VELCRO



Kai Cho Jack Hinkley, Coraopolis, PA

FROM THE PRESIDENT

The time is approaching for the first Conference and get together of our American Association and I am personally looking forward to meeting the members who will be joining us on this occasion. Many are "friends by correspondence", who I have known only through writing for many years. At last, this friendship will be made face to face. Can't wait! Alex and the New England team are working to make this a memorable event. I hope I will see you there!

And once again, WELCOME ABOARD
to all you new members!



EDITOR'S NOTES

To simplify our operations, we're making a few administrative changes:

First, we will be changing to an annual renewal. For those of you who see the box marked in this issue, please only pay \$9.00. For the last quarter of this year, the dues will only be \$6.00. For the first quarter of next year, only \$3.00. Then everyone will be due in the second quarter of 1988. New members joining anytime other than the annual renewal time will receive back issues to make up the difference. It may make the treasury a bit slim through the rest of the year, but will benefit us a great deal in the long run by avoiding confusion over renewals.

In reference to this, I think it's appropriate to pat our Association on the back for holding the line on costs while so many have had to raise theirs over the past few years.

Secondly, please send renewals directly to Steve Hahn, 252 Poskus St., Stoughton, Mass. 02072. This will reduce the delay in processing your check, and help keep our records straight.

Thirdly, please send any address corrections or changes to Saul Sobroff, 31 Washington St., Beverly, Mass. 01915. Saul will be handling the address list from now on, and is the one who should get this information first. Address changes will continue to be published here.

Enthusiasm and interest in our Conference, among other groups as well as our own membership, has surpassed expectations. At last count, attendance may exceed seventy members, guests, and individuals just interested in ships in bottles. You should have received your registration form by now. If you're interested, please return it promptly! Thank you, and hope to see you with us!



HELP OFFERED

TOM MATTERFIS, in a generous fashion for which he has already been noted in these issues, writes with the following tips:

- Disappointed with the brass eyes sold by model companies ("too soft and shaped like the Pentagon") he turned to the eyes of fish hooks, which are clearly better shaped and stronger. He uses these, minus the hook, of course, for eyes on the deck or eye bands on the yardarm. Examples enclosed with his letter are Mustad hooks with a "straight ring eye" in sizes #28 (smallest), #18 and #10 (largest). These are available from The Hook and Hackle Co., P.O. Box 1003, Plattsburgh, NY 12901. Tel., (518) 561-5893. If I read their order form correctly, prices are about \$3.00 per 100, which seems quite reasonable.

- Tom also enclosed some real copper leaf, which can be used to represent copper plates on the bottom of a hull. It's extremely delicate stuff, probably as close in scale as were likely to get. If any of you would like to try some, drop me a line and I'll forward some to you.

- Finally, Tom has found some of the "ancient" non sterile braided surgical sutures. Modern sutures come in foil packages and are sterile. Because of the braiding, these older sutures are non stretch and are excellent for representing rope on miniature models. He notes the largest manufacturer of surgical sutures is Ethicon Corp. and he recommends trying the purchasing office of a local hospital for their address. Tom enclosed examples of two sizes, both black, and again, anyone interested in sampling these, drop me a line.

CHARLES HAND has just written in with a suggestion for an alternative from the usual silk, cotton and linen rigging lines. As has been well documented by restorers of ship models, rigging made of these organic materials will inevitably deteriorate (has this been as well documented for ships in bottles?). Charles sent a few samples of nylon fishing rod line, and it is the finest grade of a synthetic material, indistinguishable from regular thread, your editor has seen yet. Available from the finer custom fishing tackle suppliers, these are very fine in diameter, completely "fuzz" free, and should not deteriorate, at least not at the rate the organic lines will. He ordered his from Dale Clemens Custom Tackle, Inc., 444 Schantz Spring Rd., Allentown, PA 18104, and recommends you try their Rod Winding Thread, in white, black and some of their brown tones. Diameters vary from .003" (size 00) to .005" (size A).



Decals and patches for the Ships-in-Bottles Association of America are available from JIM DAVISON, 1924 Wickham Ave., Royal Oak, Mich. 48073. Please send check or money order. The 4" embroidered patches are \$3.00 each and the 3" decals with easy-peel backing are \$1.25 each, or 2 for \$2.00.

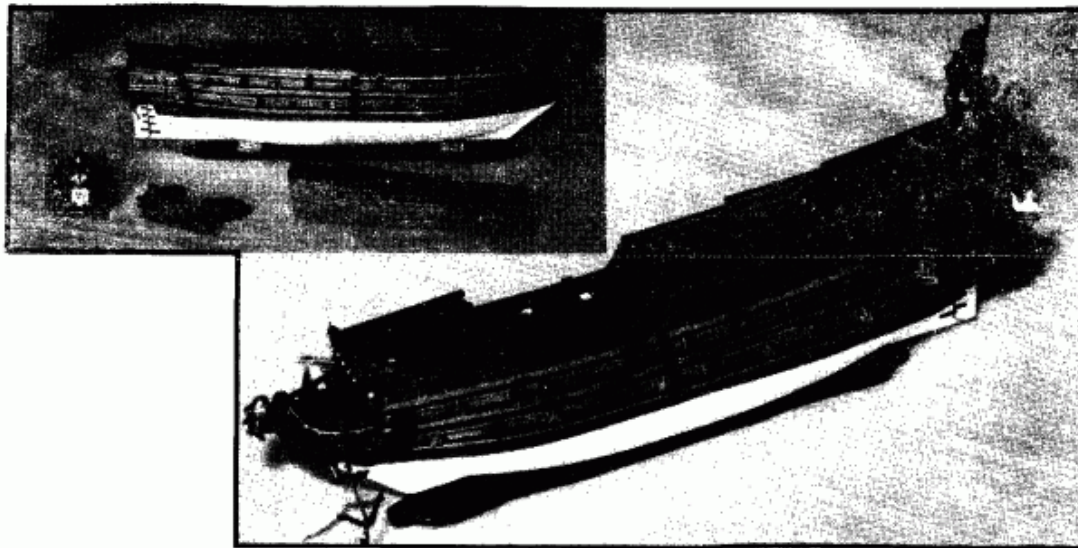
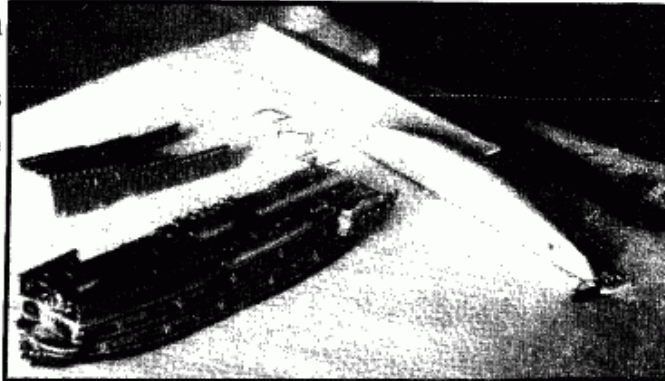
The Work of Juan Roderiguez Del Barrio

Juan Del Barrio is a new member who has recently joined us. Living in Madrid, he is our first member from Spain.

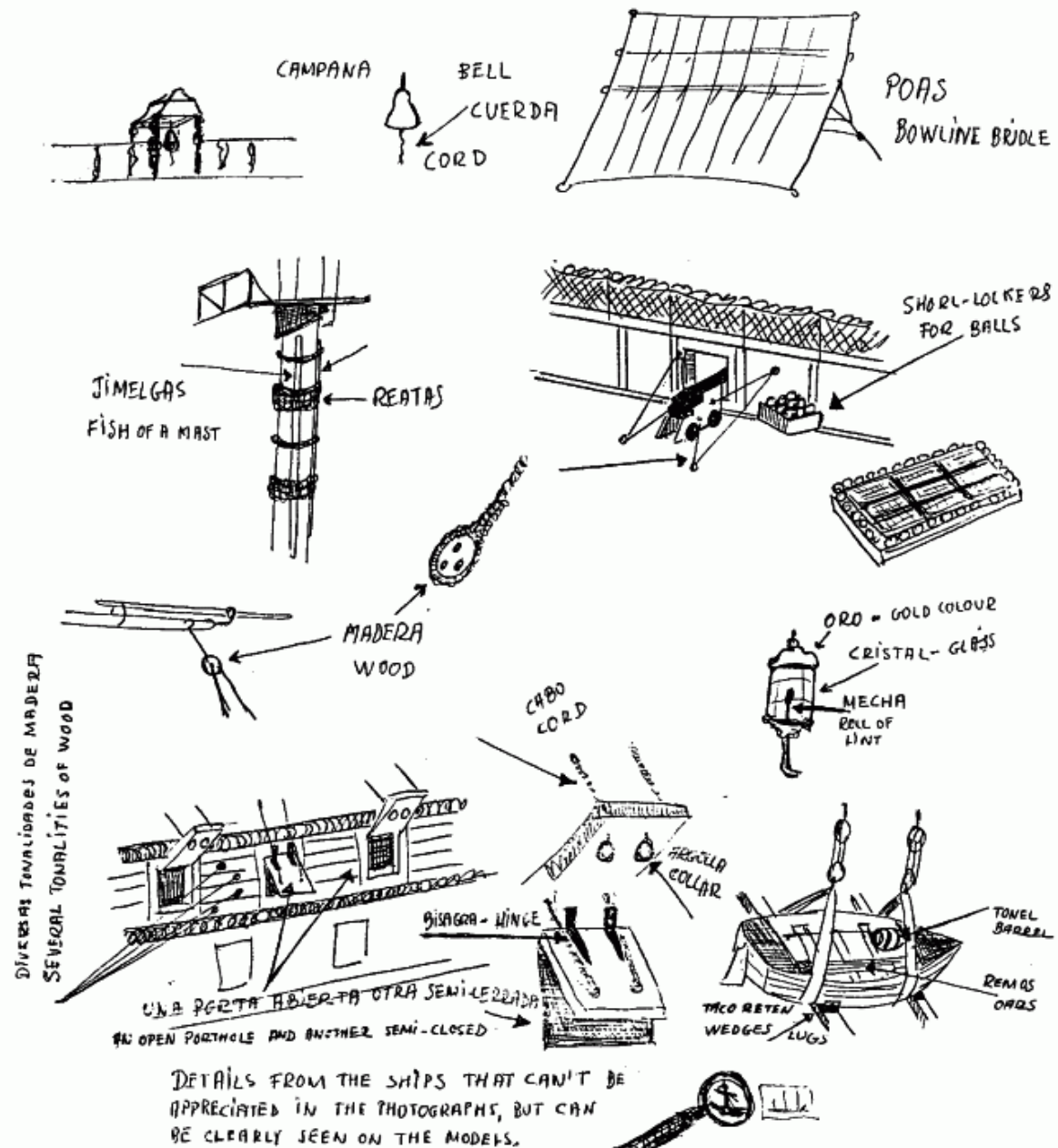
The bottles he uses are 32 cm long, with a diameter of 19 cm and a neck opening of 28 mm. The ships themselves are between 20 to 25 cm long, from taffrail lantern to the tip of the jibboom. He only makes models of ships of historical interest, and always works from plans or the best documentation he can find.

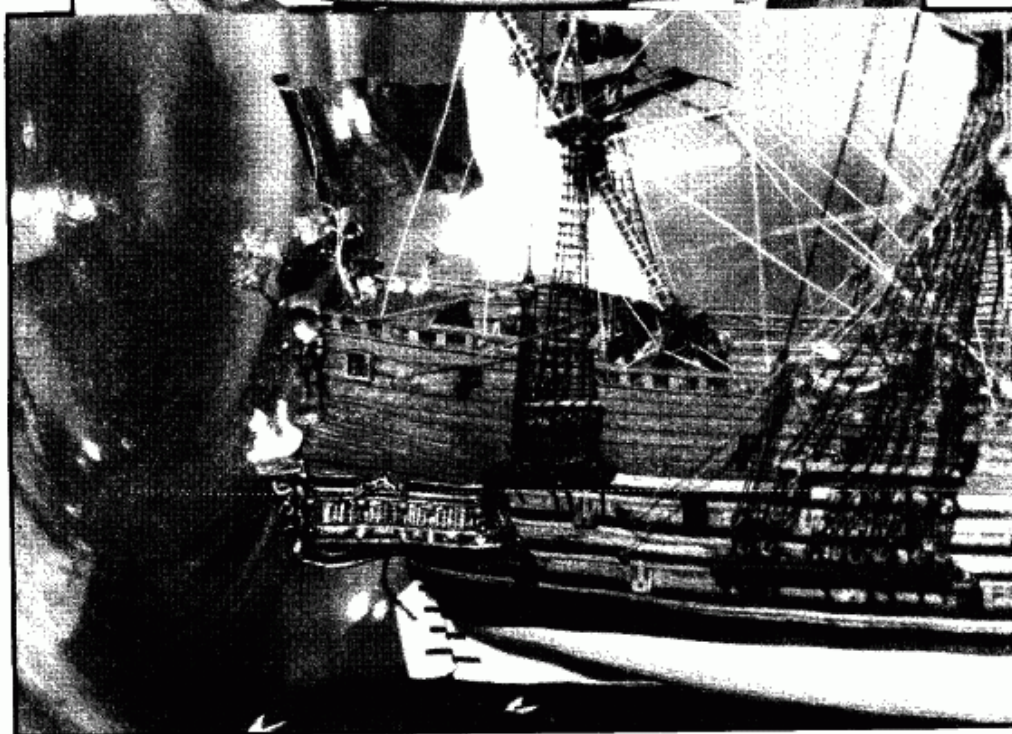
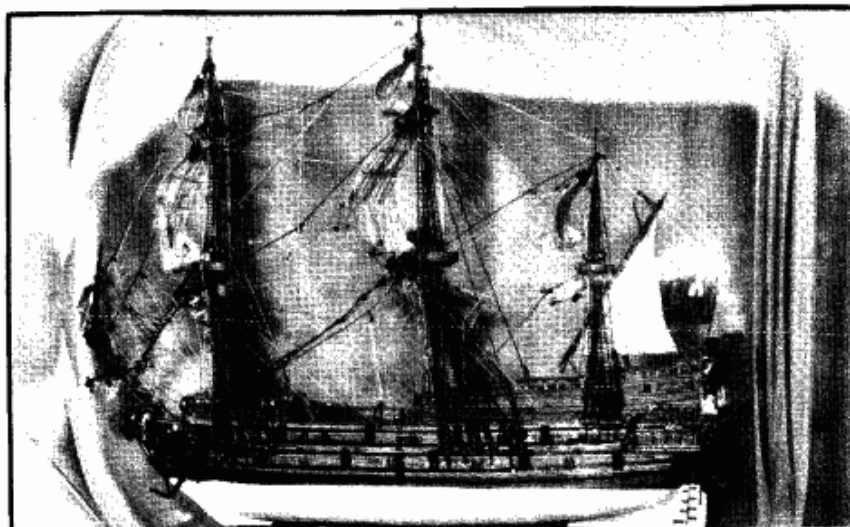
The models are divided into pieces which are put into the bottle one at a time. The number of pieces varies from 60 to 90, depending on the vessel. The masts go in individually and all rigging is set up, rove and finished off in the bottle. Each model takes between 600 to 800 hours to construct.

One of the most impressive features of these models is the quality of the detail. His drawings give some examples of details not readily clear in the photographs. All parts are of wood, and several different tonalities are used for contrasts. The blocks are also of wood and are drilled so the running rigging can be rove through them, just as these lines would be on the actual ship.



Drawings of details in the models





Senor Del Barrio's impressive models have attracted the attention of important collectors, including the King of Spain, as well as museums. His works have been purchased by the Navy Museum of Madrid and Vilasar de Mar Museum (Spain). The photographs of examples here, which are of the WAPPEN VON HAMBURG, speak for themselves.

MAN BUILDING A SIB IN A BOTTLE (BUT WITH A DIFFERENCE)

Paul Staunton
RR 1, Port Dufferin, Nova Scotia
B0J 2R0 CANADA

I wanted to build a man in a bottle, building a ship in a bottle, but I also wanted to make it a little bit different from the other ones I have seen in BOTTLE SHIPWRIGHT. I thought about it for a while and came up with the idea of making it so the lamp on his desk would light up. It took a bit of forethought, but I succeeded, and now I can pass my ideas on to you so you can benefit from my mistakes. I'll explain my process in a step by step format and at the end, I'll give some suggestions on how I would improve the next one.

The absolute very first thing you must do is find two bottles. One will hold the main scene (desk, man, SIB, etc.) and the other will be for the miniature ship itself. I have used a small medicine bottle (potassium chloride - 10 ml) my wife got for me. Visiting your local hospital, I'm sure you can get as many as you need. The nurses throw them away so there won't be any waiting for you, but if asked, they might even save as many as you want.

[Ass't Editor's note: Take this article with you. I have one pharmacist still convinced I am bottling drugs because I asked for some small bottles without showing him an article on miniature SIB. Editor's note: Try Randy Martingale, 1456 East 3150 South, Salt Lake City, UT 84106. He has worked in a hospital and may be able to send miniature bottles for the price of postage. He'll believe you!]

The main bottle will have a neck diameter large enough to allow the smaller bottle to slide in. I use the "Apothecary Bottle" from IKEA that I referred to in a previous article (3-86). The opening is 1" and the medicine bottle is 7/8". Just perfect.

Once you have your bottle, you'll have to find or buy a small grinding bit for your drill. I use a Dremel bit shaped like this:



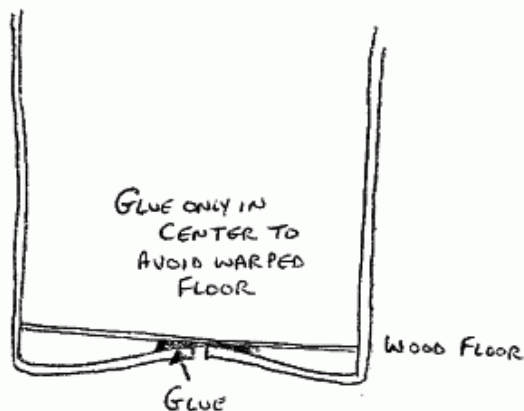
This worked fine, but a word of caution. It is better to use a Dremel moto-tool for the job than a drill press. The drill press will give unneeded pressure and may tempt you to push the bit too fast. The bit must grind away the glass, not cut it. Just the weight of the hand held moto-tool is enough.

You should sit in a comfortable position for it will take an hour of steady grinding to work through the glass. Keep an even pressure, let up every few seconds or so, and you'll get there. As you are grinding, you may get tempted to push too fast, which might crack the glass. Be careful! White dust around the hole will indicate all is proceeding well. Every few seconds touch the glass with your thumb. If the glass is too hot to hold it there, you are proceeding too fast.

After what seems an eternity you will have broken through. Don't worry. You will know you are almost there when the fine cloud of dust appears INSIDE the bottle. Go extra slow now to avoid flaking the glass. Don't worry if you do, because it will be covered up, but it

is nice to have clean edges. One little trick you may want to try is to have a puddle of white glue on the inside of the bottom of the bottle. This will give a cushion when you break through and is easily removed by soaking in water. Don't use epoxy for this. It will never come off.

If you haven't done so before, measure the inside of the bottle at the base. My bottle measures exactly 4". Now find some wood veneer that looks like oak or pine planks. This is the "floor" your man will be working on. Cut out a paper pattern to the proper circumference and give it a test fit. If it fits, you can now cut out two circles of veneer. Cut these circles into strips narrow enough to fit through the neck. Glue the strips onto a sheet of paper in the proper order. When dry, the paper will act as hinges so the flooring can be rolled up and passed through the neck. If there is too much to go through the neck in one piece, cut it apart, but try to leave the pieces as large as possible. Glue the first piece wood side down and paper side up, applying the glue as close to the hole as possible. All bottles have a rounded bottom inside and you want the floor glued only at the highest point to avoid distortion.



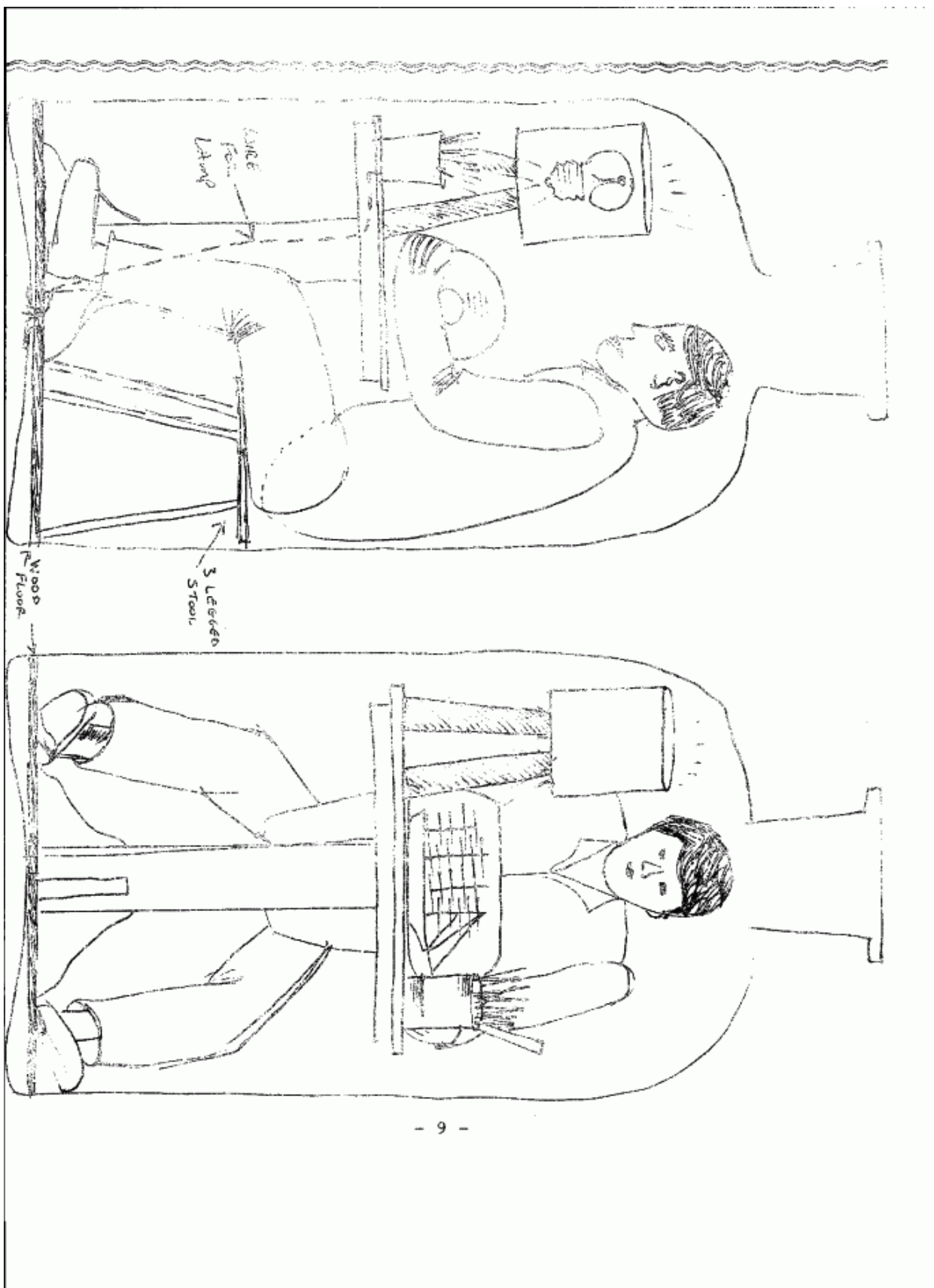
Now glue the second circle to the first with the wood side up. This will now appear as a solid wooden floor from top and bottom. If the edges appear rough you can glue a length of string to the wood to hide the seam, but this should be done only if necessary.

Once the glue is thoroughly dry return to the Dremel and re-drill the hole, now going on through the wood. The reason for drilling the original hole first was to save the work if the bottle broke. It does happen!

Now you can proceed in getting the man in the bottle. But I should make it clear all pieces should be test fitted against each other BEFORE they go in. For instance, make sure the table will fit between the man's stomach and the glass, and that the stool is the proper height. Once the pieces are in, there's no turning back.

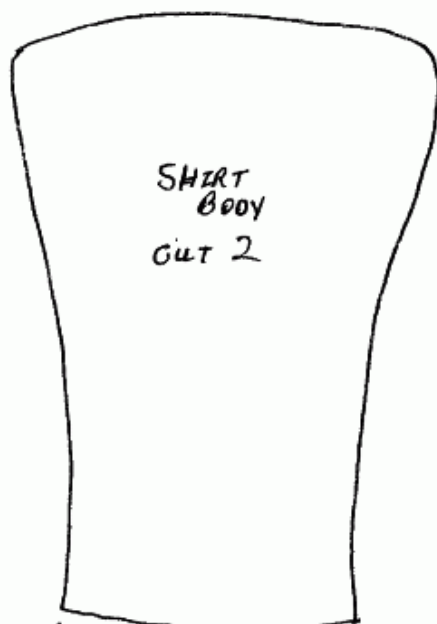
The first step in making your man is determining how big he (or she) will be. I sketch the inside of the bottle and then sketch the figure, adding or subtracting as I go (see sketch, next page).

The trunk (the main body including the hips) will be the largest piece and all other pieces will be secured to it, so this will be the first part to go in. I made mine from four pieces of $3/4$ " X $3/4$ " X 4" kiln dried pine, secured together as a block by $1/8$ " dowels. Don't glue the pieces together yet, but the dowels should hold them together as a block firmly enough to let you carve it. From your sketch, trace

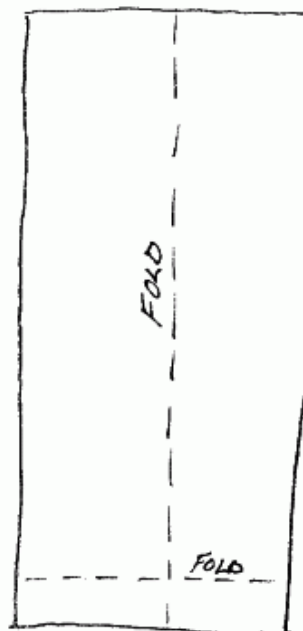


the side and front views of the man's trunk onto the block. Now cut away the excess wood with a band saw, sand smooth and you have it.

Now you are coming to the hard part, so go slowly. You have to make the clothes for the man to wear and these are best made out of light weight cotton. Perhaps you can find a lady friend with the necessary skill to help you here. Note the shirt consists of a body tube and two SEPARATE sleeves, which won't be attached to the body yet. The "bowl" of the pants has two separate legs. Test fit the clothes to the body before it is in the bottle.

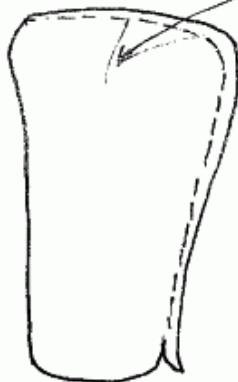


← LEAVE EDGE OPEN
TO SLIDE OVER
BODY



SLEEVE
CUT 2

CUT SLOT AND TURN UNDER
FOR NECK OPENING



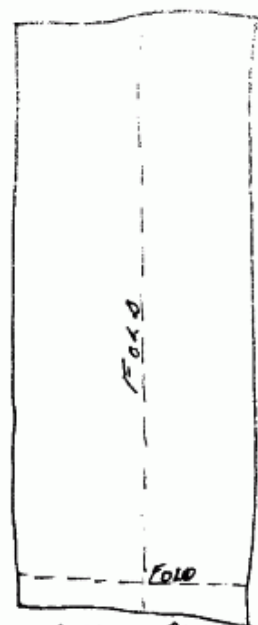
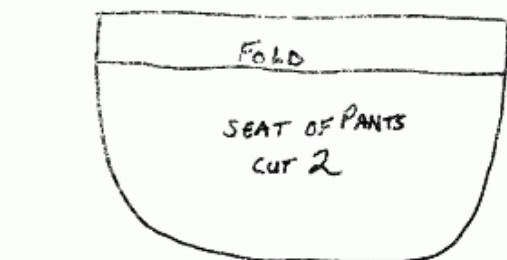
GAP AND ANGLED CUTS LEFT
TO ALLOW ARM TO BEND.



HAND

UPPER ARM

FOLD MATERIAL
OVER AND
GLUE TO SIDE
ARM PIT IS ON



LEG OF PANTS
CUT 2
FOLD UP CUFF TO
PREVENT ROUGH EDGE



↑
GAP LEFT TO
ALLOW LEG TO
BEND

FOLD MATERIAL OVER
AND ~~BE~~ GLUE TO SIDE
CROTCH IS ON

Place a circle of paper on the wood floor to protect it from spilled glue and begin sliding the body sections into the bottle. If they do not fit, carve away a bit of wood that will be inside the body. If needed you can carve away on other corners since they will be hidden by the clothes, but don't carve away too much.

As the body pieces are put in the bottle line up the holes with the dowel pins, add the glue and push them together. When all four sections are together, let them dry overnight.

Now take the shirt tube and thread four threads into the tail, to help you pull the the shirt onto the trunk. There is not easy way to

do this. You have to line up the trunk with the opening of the shirt and maneuver the threads to a position where they can be pulled to to get the shirt on. GOOD LUCK! Once the shirt is on, put a FEW spots of white glue here and there to hold it in place. Don't use too much, or it will form spots and stains on the fabric.

Use the same technique for the bowl of the pants. If the edge between the pants and the shirt looks too messy, you can hide it with a wide belt and add belt loops, or just give him suspenders.

Now the worst part is over, and this enormous wooden block has stopped crashing around inside. We're ready to go onto the other details.

The three legged stool is next. Make this the same size as the opening and drill three holes for the legs. Glue these in place inside the bottle and when the glue is semi-dry but still pliable (plastic-state, I call it), turn the stool upright and glue it into the proper position. Be sure to line up the legs of the stool properly, leaving room for the leg of the table. You may be tempted to see what the body looks like on the stool, but I urge you to wait until tomorrow, for it is VERY delicate and that is a lot of weight.

When you do glue the trunk in place the next day, use epoxy glue and glue it to the glass as well. Again, leave it for 24 hours. If it comes loose, it will become an unrepairable mess.

The following day you can feed the wire through the hole in the bottom of the bottle and up through the top. Tape it to the bottom to prevent it being pulled through and then go on to the table. Glue the hollow pedestal in place (with the wire inside it) and then the feet of the table. The wire should only be visible at the top of the pedestal and hidden by the feet (see diagram).

Now you can glue the man's legs into position and, when dry, his feet to the floor (this should keep him from getting up and walking away). You can add the rolled up ship's plans to the floor, wood chips, pencils, etc.

Now glue what I can call the "sub table top". This is a piece of wood that will give you a larger surface to glue the table top to and join it to the pedestal. When dry, slide the front half of the table top in and then the lamp itself. Take up the slack on the wire by pulling it out through the bottom and cut off all but the last remaining 1" hanging out of the bottle. Tape this in place, and finish the table.

You can now turn your attention to the miniature ship in a bottle. I used Poul Hass' technique of making the model of paint bristles and cigarette paper, as described in BOTTLE SHIPWRIGETS 4-83 and 1-84. When finished, put a puddle of epoxy on the table and set the SHIP in place. Again, let dry 24 hours.

Now glue his arms in place and adjust his hands so he can be seen to be working on the model. You can add clutter to his desk, such as a can of pencils, sandpaper, etc., but be careful not to obscure the

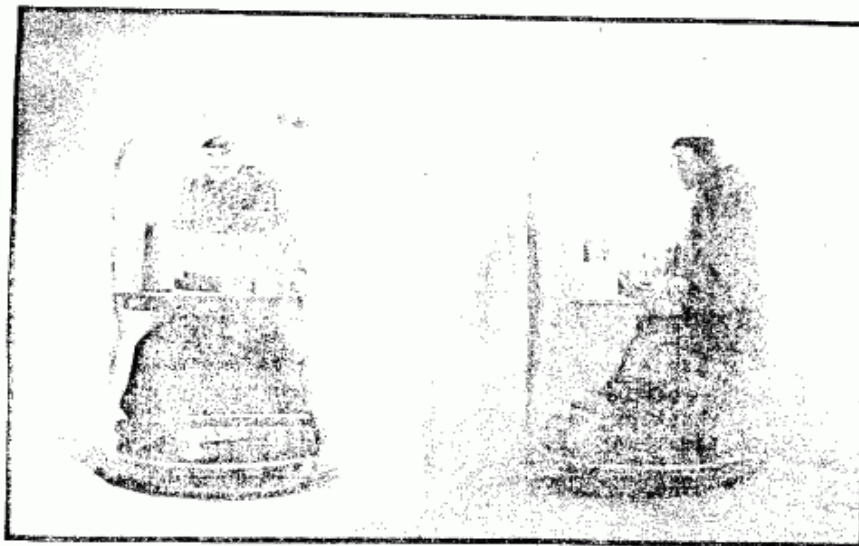
bottled ship. The last thing to add is the carved head. Be sure to have him looking down on the work when finished.

The model is now complete, but we still have to make that lamp light up. VERY carefully, strip the wires at the base. You'll only have one shot at this. If you cut through the copper, there's no going back. Form thin copper foil into small circles and solder these to the wires. Epoxy glue the soldered circles to the bottom of the bottle, soldered side down, on either side of the hole.

The wooden stand is turned on a lathe. The base should be thick enough to hold four AA batteries as well as a recess for the bottle. The electrical connection is made with two frayed ends of copper wire positioned so that they will come in contact with the copper foil on the bottom of the bottle. Only when in this position will the light come on. Turn the bottle $1/4$ turn and the light goes out. This arrangement adds value to the work by allowing the bottle to be inspected for a cut bottom.

And that's how I made my "Man building a ship in a bottle in a bottle". When I build another I will use an electronic light bulb with a much longer life because when the bulb burns out, that's it. No replacement possible. I'll also be using a "Ken" or a "GI Joe" doll for a more realistic man. I plan to fill the head and trunk with acrylic resin (such as used in paper weights) and drilling the necessary holes for alignment. Then I'll cut it apart in a band saw and proceed as before.

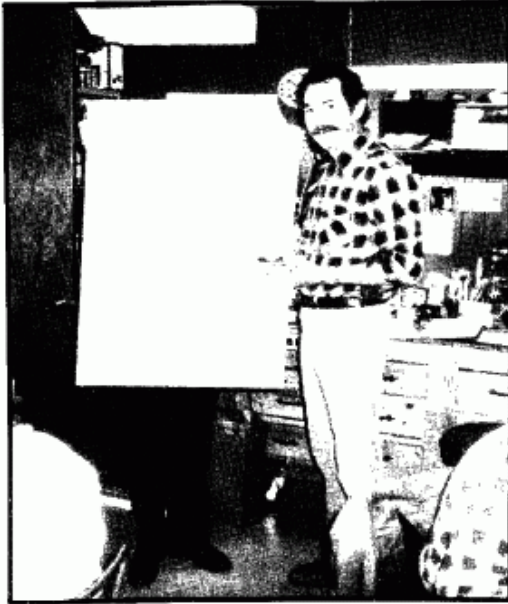
As always, I am anxious to hear from people who are encouraged to try this. I can be reached at the address at the beginning of this article. GOOD LUCK!



AL DALY'S SHIP IN BOTTLE CLASS

When the Delaware Valley Woodcarver's Ass'n, a Pennsylvania woodcarving club of over 300 members, announced they would conduct a series of workshops on ships in bottles, with instructor Al Daly of

Pennsauken, NJ, they were amazed at the response. Interest in ships in bottles was generated by SIBAA members Al Daly and Bill Johnston when they exhibited some of their work at the recent Mid Atlantic Woodcarving Show & Competition. Twenty five carvers signed up for the course, which met every Monday night until the completion of the project. Recently Al won a first place blue ribbon in competition for his schooner in a bottle.



Al Daly introducing the subject to the class - note the elaborate easel!



Al continues with general instruction and individual guidance



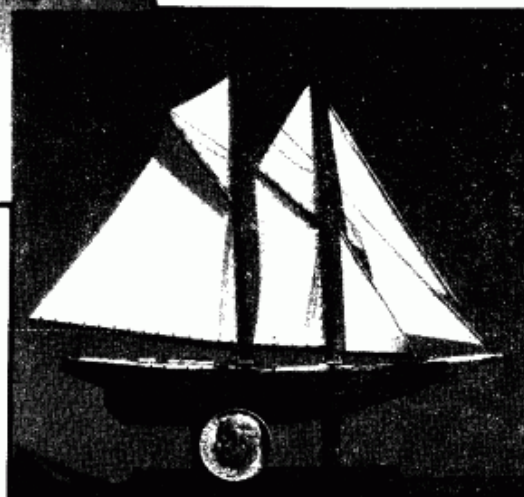
The class settles down to work....



...and the new bottlers concentrate on mastering the techniques.



Editor's Note - My thanks to Bill Johnston for this news and photos. Bill is the editor of the Delaware Valley's newsletter, CHIPS AND QUIPS, and can be reached at 339 Summit Ave. Penncrest, Langhorne, PA 19047



Al Daly's Gloucester Schooner which won 1st Prize in a woodcarving competition in 1985.

A FEW NOTES ON BUILDING SIBs WITH KIDS

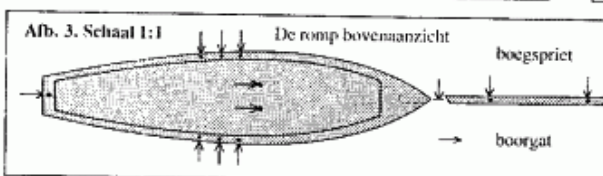
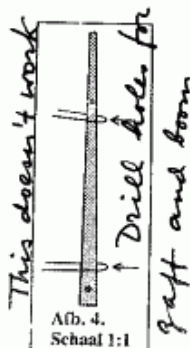
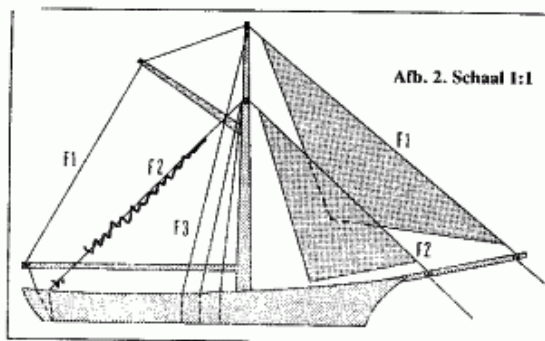
Bob de Jongste
the Hague, Netherlands

We learned quite a bit from our SIB day with the kids in the Fishery Museum at Scheveningen. We now know what we should and should not do the next time. Here are some rules we laid down to guarantee a smoother operation.

1. Keep in mind, whatever happens, a child expects to go home with a ship IN a bottle after a day's work.
2. You can fix the total number of participants from the number of assistants. We think 10 kids per assistant is all you can handle.
3. Decide on a simple model, e.g. a sailing cutter, with only one mast. Make a drawing showing sails, stays and shrouds. Have photostatic copies made for each child. Work with two stays through the bowsprit.
4. Thoroughly discuss with your assistants how to assemble the ship and the sequence of each operation. Agree on one way of building, even if it is not the way you normally build.
5. Obtain a number of bottles with a bottle neck dimension of 2.5 cm (one inch). Take 10% more bottles than the anticipated number of kids.
6. DON'T LET KIDS WORK WITH CHISELS OR EXACTO KNIVES.
7. Have all hulls, masts, bowsprits, booms and gaffs prepared beforehand and make 10% extra.
8. Also prepare wire hinges, using 0.8 mm florist's wire.
9. Predrill the following: hull for the bowsprit and shrouds; bowsprit for two stays; mast for stays, shrouds and hinge.
10. Make up a simple rigging base for each child.
11. Glue a little piece of wood in the bottle as a base for the ship.
12. Materials:
 - Thin cotton or blended thread for rigging
 - Some packets of fine needles
 - Blue Plasticine (modelling clay)
 - Several sheets of fine sandpaper
 - Beeswax to remove the fuzz from the thread
 - Several sheets of paper to make the sails
 - Quick drying glue
 - Some white paint and some long handled brushes
 - Tell the kids beforehand to bring some scissors

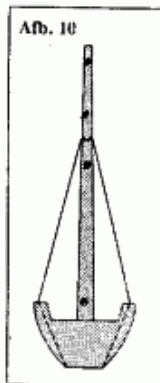
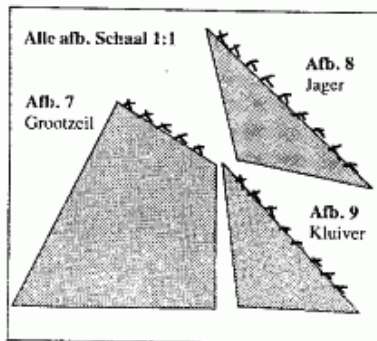
THE OPERATION

- A. Give the kids a hull and some sandpaper and let them polish the wood.



Hier worden de draden ter bevestiging van gaffel en giek aangebracht

Afb. 5 Schaal 1:1 Het draadscharnier aan de voet van de mast



xxx glue here

B. When ready, give them the bowsprit and have them glue it in place. Warn them about the position of the holes.

C. In the meantime, they can bind the boom and gaff to the mast and fix the hinge into the hole in the mastfoot.

D. Now they can put the mast into the predrilled holes in the hull.

E. At this stage, the kids get a piece of thin thread and a needle. Show them how to make the shrouds. When ready, fix the shrouds with some glue in the masthole.

F. Take a long piece of thread. Make a knot in the end and the run this through the stern, the boom, the gaff, the mast and on through the bowsprit.

G. fix the ship to the rigging base.

H. Show the kids the position of the mast, boom and gaff. If everything is correct, they can place a small dot of white glue into the holes, BUT WARN THEM NOT TO DO SO WITH THE BOWSPRIT.

I. Cut out the sails and glue them to the correct spots, viz., the gaffsail to the gaff only and the two jibs to the stays.

J. Kids are inclined to attach a lot of flags to their ships, so help them in this respect with a lot of fantasy.

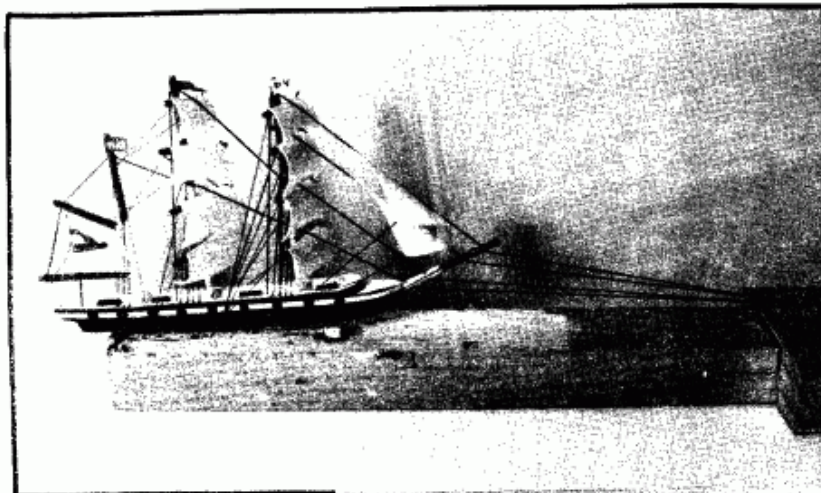
K. Now, when everything is dry and shipshape, we can start to install the ship into the bottle. You will need to help the kids at this stage. Use your own tools for this.

L. First, give the kids a small amount of plasticine and show them how to press the material around the wooden base in the bottle. Tell them not to smear the bottle neck on the inside.

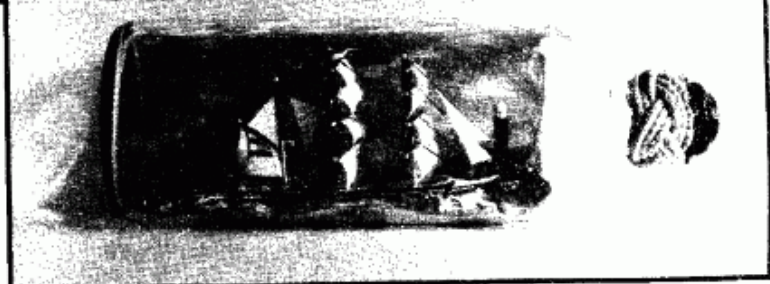
M. When ready, help them apply some white paint to the waves.

N. Apply some glue to the wooden base inside the bottle.

O. Insert ship and press into the glue. Let dry. This is a good moment for a coffee break.



Good before and after shots of a charming example of Bob's more "regular" work.



P. When dry, they can pull the threads to erect the mast and then place some glue in the bowsprit holes.

Q. When dry, cut off the excess thread under the bowsprit.

R. Finally, check with the kids to see what can be improved. Some extra plasticine along the hull or under the bow? Just show them how it is done, using small amounts and extreme care.

Fathers, mothers, grandparents are always welcome! They love to watch their apple-eyes working, and often will lend a helping hand. Some excited parents started to build their own ships. Fortunately, we had enough materials because we expected some latecomers.

We suggest you bring your own tools with you so you will not be handicapped when it comes to a tough job. But don't let the kids handle them unless you chain them to the table.

If you are invited to take on a job like this and you accept, the I can only say, "Good luck, Sucker!"



FROM THE MEMBERS

New member EDGAR FISHER, P.O. Box 1537, Jonesboro GA. 30237 writes with the following idea. Inspired by a gift his wife's company made for their clients, Edgar made a ship in a bottle for a friend who recently started his own business. Traditional techniques were used for the ship, but the sails were made of the friend's business cards, and the hull was also covered with business cards. Edgar reports this is an excellent gift, and is not too difficult to make.

LEON LABISTOUR, editor of our English counterpart, THE BOTTLESHIP, writes of the extra added duties of converting a large semi-derelict building into a museum/exhibition/lecture center for the European Ships in Bottles Association. After seven months, they are about two thirds of the way and look forward to an opening concert on Sept. 5th. As a result of this project, Leon's book has had to "take a back seat". But he will write when it is published and will offer a discount to members of all Ship in Bottle Associations.

CHARLES HAND, 67 Rutledge Ave., Charleston, SC, has just seen an article he wrote for Scale Ship Modeler some time ago finally appear in the September issue. He regrets mention of S.I.B.A.A. did not make it into this article, but hopes the Association will be noted in a recently accepted article that should appear in Model Ship Builder next year. This second article is on Joshua Slocum's SPRAY and ought to include the photo of C.L. BRADLEY's model of the famous sloop, which was published here late last year.

Charles has been experimenting with castings, using Castolite SG Resin, and has some degree of success. It's a bit smelly and messy to work with, and the castings turn out rough, needing to be finished. But he has finished two models with this process, and the job took only a couple of weeks.

GEORGE PINTER, 199 Elm St., Halifax, MA, has recently recovered from a back injury and gotten back to his regular job. He has just gotten a good commission to bottle a model of a beautiful yacht, moored in Newport. The vessel is 125 feet long and has a fully flush welded aluminum hull. The quality of the vessel's finish makes this job a particular challenge. George's work was written up in a local paper last month but unfortunately, a few errors in this article dampens his enjoyment of the publicity.

ALFRED PROVANCHER, 203 Pine St., Lewiston, ME, managed to stop in for a brief visit on his way back to Maine from Tufts University, where his son is a sophomore. He has picked up the SIB kit of the schooner HANNAH recently offered by Model Expo, so if you were wondering about this new kit, you might try checking with Alfred before deciding to order.

BILL WESTERVELT, Hampstead MD, writes of progress in his quest for further information on the origins of ships in bottles. Of the 74 maritime museums he wrote to, 36 have replied. Of these, only 12 have S.I.B.s. He is compiling a list of these, which he will send in when complete. he plans to broaden his research into the study of glass and bottles and hopes to visit the Corning Glass Museum this summer.

• Mathematics professor Ralph W. Preston of St. Michael's College is also a model ship builder. He builds ships in a bottle. Last month, he returned from a lecture tour of Denmark, West Germany and Sweden only to discover that one of his models had been smashed in the Coast Guard Museum, New London, Conn.

The model was of The Eagle, which is used as a training ship by the U.S. Coast Guard. It was built in Germany in 1936 and carries 22 sails. The Navy trained its men on it during World War II.

Preston said it took him five years and 1,700 hours to build the model.

"Although my trip was successful, my feelings were tempered by the news of my model," he said. "It was knocked to the floor by an elderly man from Dresden (East Germany). He claimed it was an accident, though he was not the least apologetic."

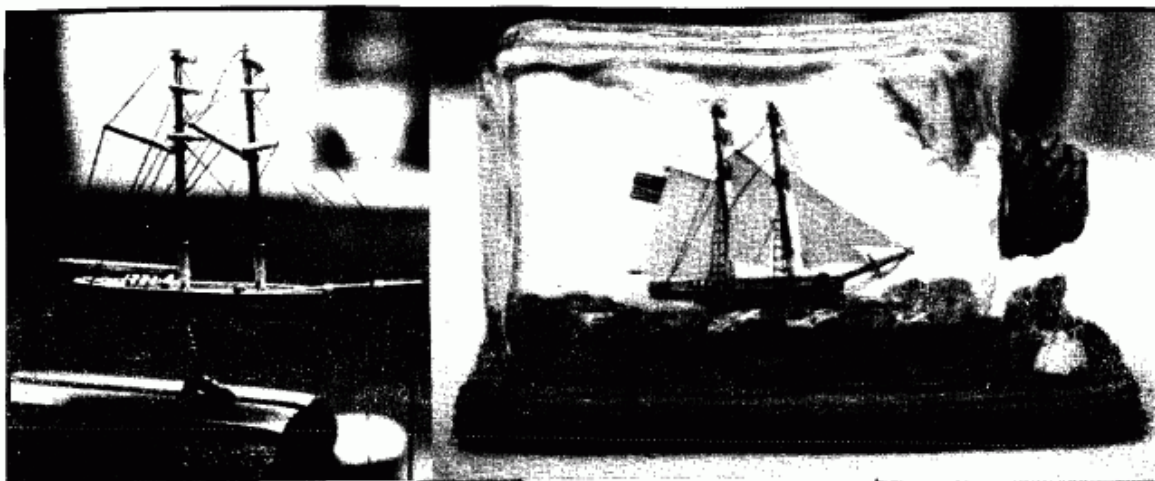
RALPH PRESTON returned from a successful lecture tour in Europe this summer, but on getting home, received bad news. A letter from the from Paul Johnson, curator at the U.S. Coast Guard Academy Museum in New London, Conn., was waiting for him. This clipping covers the unfortunate disaster. Fortunately, Ralph does feel the EAGLE is salvageable. "This has made me realize my output has just got to be more prolific." Ralph's work has already brought international attention and acclaim to the highest standards of ship in bottle building. To lose one of his works permanently would indeed be a great loss.

WELCOME NEW MEMBERS

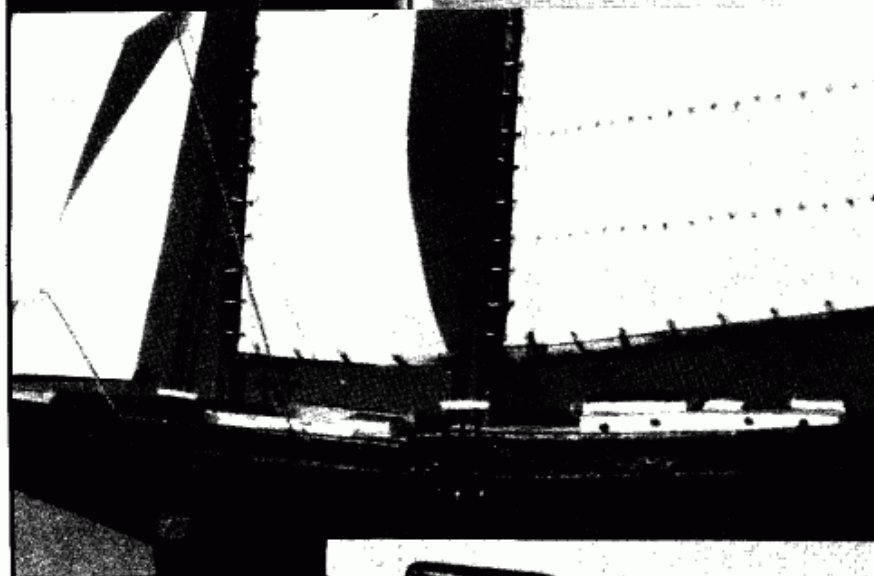
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 Jaime Rocafort, URB, Borinquen, Calle 7, G-13, Cabo Rojo 00623, PR
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Above:
"Before and
after" photos
of a brig by
Lou Pandofi,
Elmont, NY



Left: Close
up of the
detail on Al
Daly's fish-
ing schooner.
See article,
pg. 15.

A fleet of minatures
by Charles A. Hand,
Charleston, SC

